Electrification of Bangalore-Mysore Rail Line

1422. SHRI K RAHMAN KHAN: Will the Minister of RAILWAYS be pleased to state;

(a) whether Bangalore-Mysore Electrification work has been sanctioned;

(b) if BO, when the work is likely to be completed; and

(c) if not, whether Government would consider electrification of Bangalore-Mysore line?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(4>) Does not arise.

(c) A cost-cum-feasibility survey for electrification of Bangalore-Mysore section has been carried out. Final decision to electrify this section will, however, depend up m the availability of resources and relative priority for electrification of other high density routes.

Electric Locomotives

1423. SHRI DIPANKAR MUKHERJEE:
SHRI NILOTPAL BASU;

Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that there is a mismatch between the availability of electric locomotives and the electric traction work taken up by the Railways;

(b) whether it is also a fact that due to the shortage of electric locomotives, the Railwas are operating diesel locomotives on electric lines, thereby hauling less load with more foreign exchange wasted on fuel charge;

(c) if so, the reasons for not anticipating it earlier and also for not increasing the production of electric locos at Chittaranjan;

(d) what were the conditions laid down in the original specification for 18 electric locos imported from ABB and Hitachi in respect of (i) DC component in Catenary, (ii) second harmonic in Catenary, and (iii) psophometric current in Catenary;

(e) whether the above specified limits were changed later, if so, the details thereof and the reasons therefor; and

(f) whether the above imported locos have automatic and speed control feature, for which additional amount had been paid and whether these are speed loops in operation or have they been by-passed, and if by-passed the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C K. JAFFER SHARIEF): (a) No, Si.-.

(b) Running of a few diesel locomotives on electrified lines is done due to operational reasons like non-electrification of certain branch lines, location of diesel sheds etc.

(c) The production capacity of Chittaranjan Locomotive Works has been enhanced from. 54 electric locos in the year 1985-86 to 11Q locos per year in 1993-94 to meet the requirement of traffic on the electrified routes.

(d) As per the original specification for the 18 electric locomotives imported from M|s ABB and Mis Hitachi, no value was specified with regard to DC component in Catenary and second harmonic in Catenary while psophometric current in Catenary was specified to be not more than 10A per locomotive.

(e) After the original specifications, detailed studies have been con. ducted on the signalling system and improvements have been made in the specifications. Also, trials were conducted to evaluate the interference limits. A consultancy contract was also awarded to M|s. JARTS

Based upon all these, (i) a limit of DC component in Catenary was introduced and specified as not to be more than 4.7A.

(ii) a limit of second harmonic current was introduced and specified as not to be more than 8.7A.

(f) The above imported locomotives have automatic speed control feature. No separate price for the automatic speed control feature had been indicated in the offer. The automatic speed contioi feature has not been by-passed.

Decrease in rail freight traffic

1424. SHRI NILOTPAL BASU;
SHRI DIPANKAR MUKHERJEE:

Will the Minister of RAILWAYS foe pleased to state:

(a) whether the percentage of freight traffic through rail transport has come down to 40 per cent as against 60 per cent through road as compared to 88 per cent by rail and 12 per cent by road in 1950-51;

(b) whether as per Railway Board's own exercises, the foreign exchange outgo on oil consumption by road is 10 times higher as compared to movement by rail on tonnage basis; and

(c) if so, what actions are being 4aken by the Railways to improve the freight traffic through railways *vis-a-vis* road; if not, what is the Railway's estimate of excess oil consumption by road, per ton basis?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Regular compilation of rail and road shares in total traffic movement is not done. Last time these were compiled by the Steering Committee on Perspective Planning for Transport Development set up by the Planning Commission which submitted its report in 1983, according to which Railway's share during the year 1950-51 was 89 per cent, in 1980-81 it was 01.9 per cent and in 1986-87 it was 51.5 per cent. However, Economic Survey 1994-95 assesses the Railway's share of freight traffic to be around 40 per cent.

(b) and (c) Railways are about seven times more fuel efficient than road for transportation of freight. The Railways consume on an average 6.52 litres of HSD oil for transporting 1000 NTKMs compared to about 45.2 litres of HSD oil per 100C NTKMs consumed by road transport. Thus Road transport has an excess consumption of about 38.7 litres of HSD oil than Rail for every 100C NTKMs. Containerisation, leasing of SLR space, improved liaison with core industries etc. are some of the measures that the Railway have taken to improve their share in freight transportation.

अहमदाबाद से दिल्ली तक नई सुपरफास्ट गाड़ी का चलाया जाना

1425. श्रीमती आनन्दीबेन जेठाभाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार अहमदाबाद से दिल्ली तक एक नई सुपरफास्ट गाड़ी चलाने की योजना बना रही है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(ग) यह गाड़ी कब तक चालू किए जाने की संभावना है ?

रेल मंत्री (श्री सी०के० जाफर शरीफ) : (क) जी नहीं ।